

Appendix M:

Scoping Meeting Display Boards



Welcome



U.S. Department
of Transportation
**Federal Railroad
Administration**

Welcome to the California High-Speed Rail Authority's Scoping Meeting

San Jose to Merced High-Speed Train Project



What are High-Speed Trains?



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- Intercity passenger trains operating at maximum speeds of at least 200 miles per hour
- Tracks separated from roads and highways
- Proven technology – Safe and Reliable
 - Successfully operating throughout Europe and Asia



CHSRA Train Concept

Other High-Speed Trains around the World



TGV, France



*Intercity Express,
Germany*



Shinkansen, Japan



Statewide High-Speed Rail System



Connecting:

- San Francisco Bay Area
- Los Angeles
- Orange County
- San Diego
- Inland Empire
- Central Valley
- Sacramento



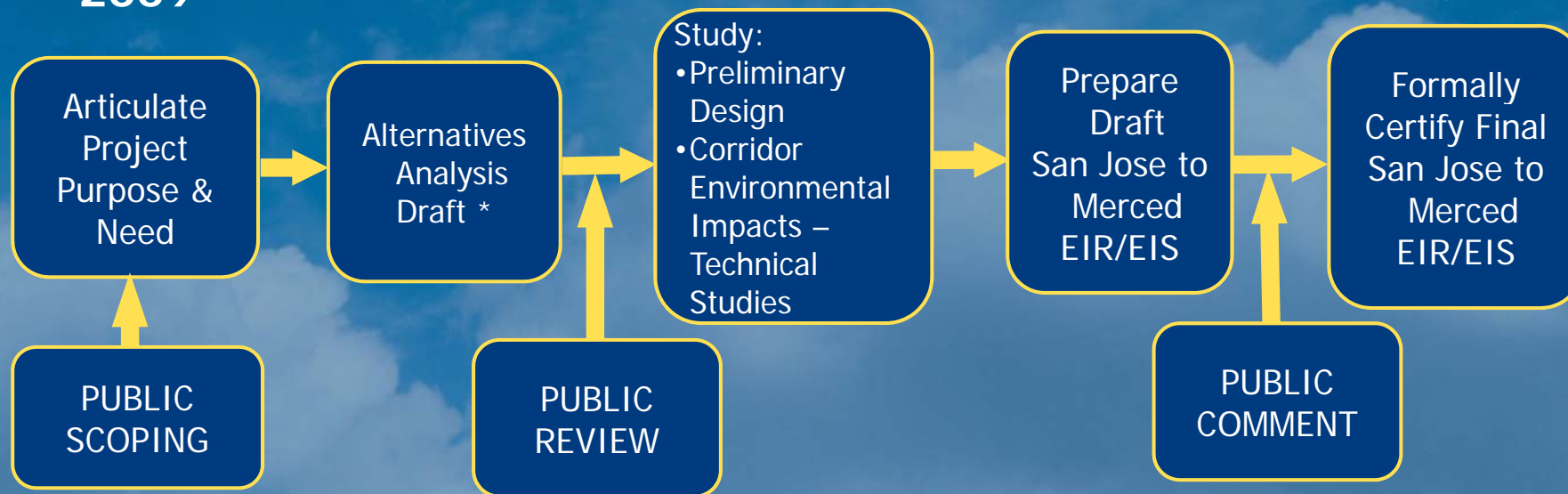
HST Project Process



San Jose to Merced HST Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

2009

2012



Ongoing Community & Agency Meetings, Interviews, Communications

* See separate board

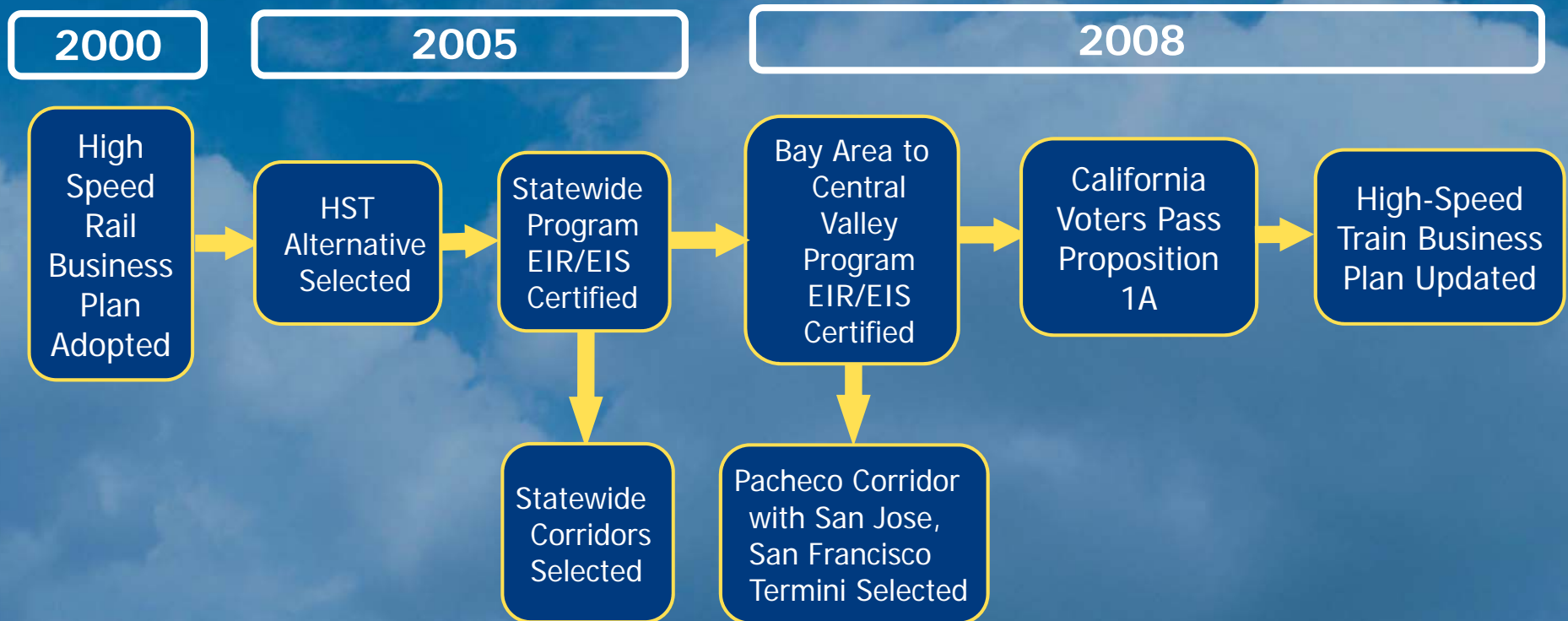


CA High-Speed Train Prior Milestones



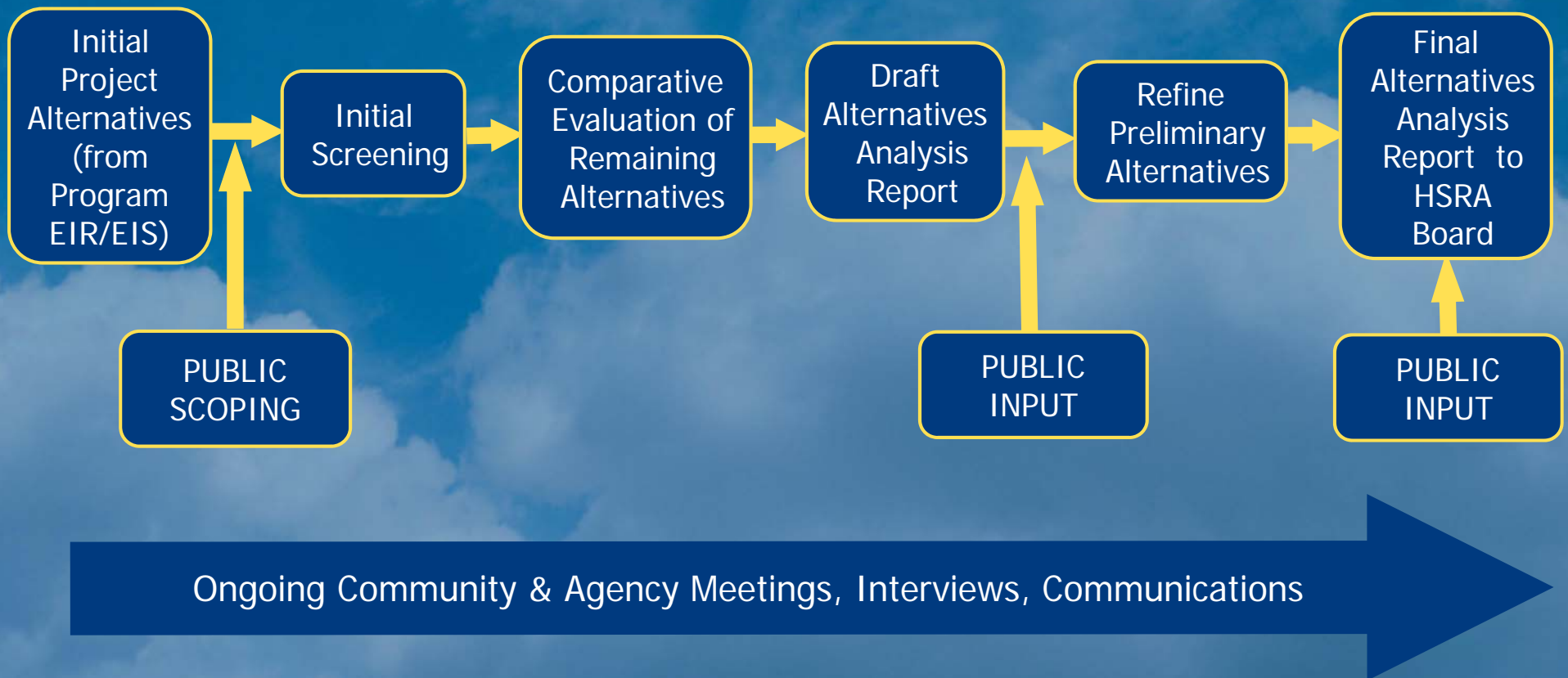
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California High Speed Train Program History to Date





Alternatives Analysis





San Jose to Merced Section Map



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SOURCE: ESRI Streetmap USA (2008)

Grade Separations



Before

Pacheco Overpass

After



- Grade separations are underpasses and overpasses where roadways cross railroad tracks

- Grade separations reduce congestion and noise and improve safety

- California High-Speed Rail tracks will be grade-separated from adjacent roadways



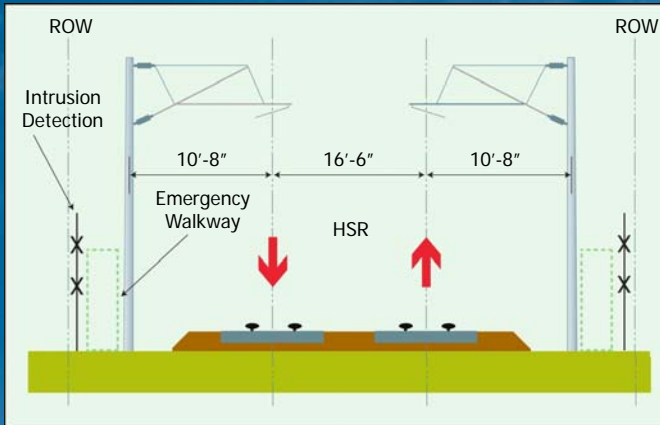
Before

Typical Underpass

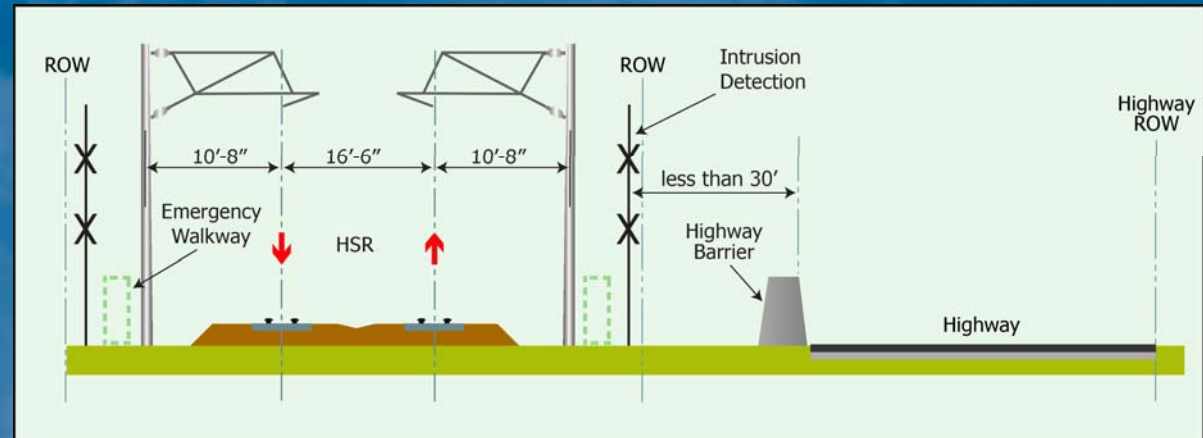
After



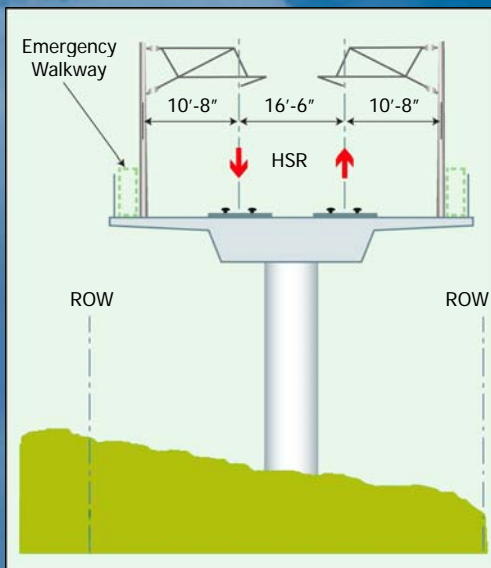
Typical Sections Along Alignment



At-Grade Section

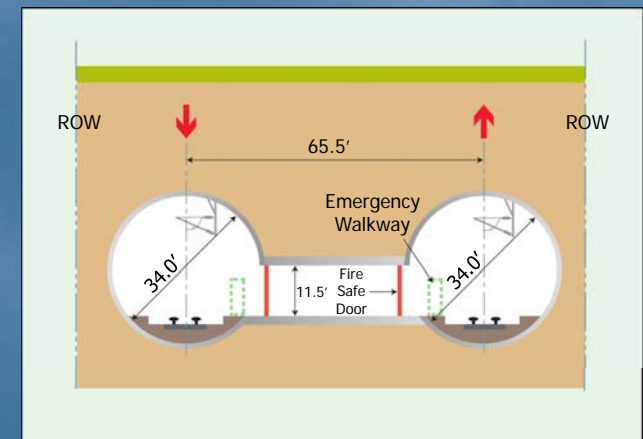


Shared Highway Corridor



Aerial Structure

- Portions of the alignment will need special structures to fit into built environment
- Structures could include:
 - Aerial Structures (bridges)
 - Tunnels
 - Trenches
 - Hillside Cuts



Twin Single Track Tunnels



Public Participation How to Comment



Thank you for attending today's scoping meeting. Please fill out a comment sheet, hand it to a staff person or leave it in the comment boxes provided at each station.

If you want to comment outside the meeting, here is how to provide input:

Written Comments –

California High-Speed Rail Authority
Mr. Dan Leavitt, Deputy Director
Attn: San Jose to Merced HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814
Fax: (916) 322-0827

Emailed Comments –

California High-Speed Rail Authority
comments@hsr.ca.gov
Include in the subject line:
San Jose to Merced HST

Comments must be received no later than April 10, 2009.
For more project information visit the authority's website:

www.cahighspeedrail.ca.gov or phone (415) 613-3612



Purpose and Need



Purpose of the High Speed Train Project

- Provide a new mode of high-speed intercity travel that would link major metropolitan areas
- Interface with international airports, mass transit, and highways
- Provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources

Current and Projected Need

- Accommodation of expected growth in population
- Increases in intercity travel demand
- Increases in travel delays arising from the growing congestion on California's highways and at airports
- Negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas
- Intercity highway system, commercial airports, and conventional passenger rail serving the intercity market at or near capacity



Project Alternatives to Discuss in EIR/EIS



What alternatives will be addressed in the EIR/EIS?

No-Build/No-Project Alternative

- No Major Capacity Enhancement
- Implement Funded Improvements Only

High-Speed Train Alternative

- San Jose to Gilroy – Caltrain/UPRR Corridor Plan & Profile Design Options
 - Possible Use of Other Nearby Transportation Corridors
- Gilroy to Valley Floor – Alignment Generally Follows State Route 152
 - Alignments Closer to SR 152
- Henry Miller Road – Alignments Along Henry Miller Road
 - Alignments North & South of Henry Miller Road
- Grade Separation Design Options
- Preferred Stations: Diridon (San Jose), Gilroy, Merced
- Potential Light Maintenance Facility North of Gilroy
- Potential Heavy Maintenance Facility in Merced Area



Areas of Environmental Analysis



- Transportation
- Air Quality
- Noise & Vibration
- Electromagnetic Interference/
Electromagnetic Frequency
- Public Utilities & Energy
- Biological Resources &
Wetlands
- Hydrology & Water Resources
- Geology, Soils, Seismicity
- Hazardous Materials/Wastes
- Safety & Security
- Socio Economics, Communities &
Environmental Justice
- Local Growth, Station Planning,
Land Use, & Property
- Agricultural Land
- Parks, Recreation and Open Space
- Aesthetics & Visual Quality
- Cultural Resources
- Construction Methods and Impacts
- Cumulative and Secondary Impacts
- Section 4(f) & 6(f) Evaluation
- Mitigation Summary



San Jose to Gilroy



Monterey Highway/
UPRR Corridor



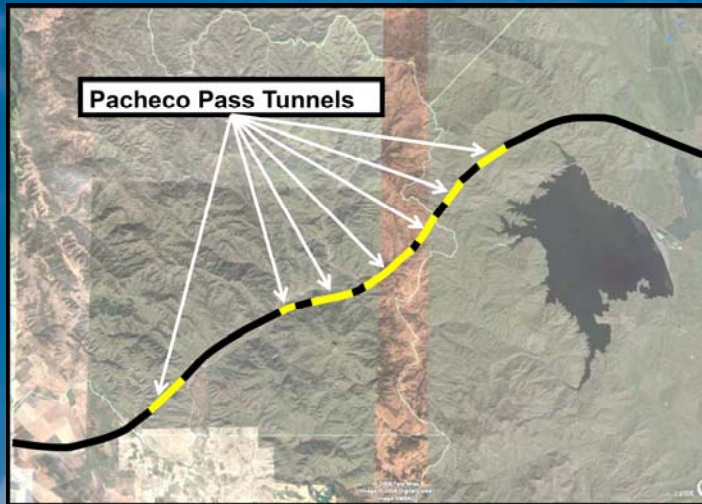
Word of Faith church
along right of way
in San Jose



Potential Key Issues:

- Neighborhoods
 - Noise/Vibration
 - Aesthetics / Visual
 - Cohesion
- Property Acquisition
- Monterey Highway Options
- Traffic and Circulation
- Coyote Valley
- Station Planning, Land Use and Parking

Gilroy to Valley Floor



Simulations of High Speed Trains in Pacheco Pass Area

Potential Key Issues:

- Floodplains
- Agricultural Land Impacts
- Open Space / Natural Areas
- Biological / Wetlands
- Construction Access
- Geology
- Disposition of Tunnel Spoils



Along Henry Miller Road



Visual simulation of possible HST in sensitive areas



Boundary of Grassland Ecological Area



Potential Key Issues:

- National Cemetery
- Agricultural Land Impacts/Access
- Biological / Wetland
- Grassland Ecological Area



Central Valley Wye to Merced



UPRR rail line along SR 99



Merced Amtrak Station
on BNSF Corridor



Agricultural land
along rail line



SOURCE: ESRI Streetmap USA (2008)

Potential Key Issues:

- Heavy Maintenance Facility
- Agricultural Land Impacts/Access
- Selection of UPRR or BNSF Corridor
- Impacts of Junction (Wye)